NATIONAL INTELLIGENCER:

THE "PRINCE ALBERT" AND THE "ADVANCE" IN THE ARCTIC SEAS.

"Capt. Forsyth's voyage, (in the Prince Albert,) performed in the summer months of 1850, will be handed down to posterity as one of the most remarkable, if not the most remarkable, that has ever been accomplished in the Arctic

On the 28th of March, 1850, a letter was written from this city to a warm and zealous personal friend of Lady FRANK-LIN in England, calling his attention to the fact that in the several routes proposed for the renewed search for Sir John Franklin an important point for examination was overlooked. None of the plans before the public provided for the examination of Prince Regent's Inlet. The letter was written for the purpose of calling attention to that point. It was suggested, firet, that Sir John, after passing Barrow's Strait, might not have been able to pass to the south, or southwest, or west, or north-the directions named in his instructions; secondly, that, meeting with obstructions from the ice to the west of Barrow's Strait, he would probably take the course he had himself indicated, and try for a passage through Regent's Inlet; and, thirdly, that, without a thorough examination of the Inlet, the search for Franklin could not be considered complete. It was not proposed to omit examination in any other direction, but to include this in a general system

It was afterwards determined in England to send out vessel for an exploration in part of that Inlet; but not upon the plan, nor for the reasons, suggested in the letter before referred to." The new "reasons offered as an inducement" for an exploration of the Inlet appear to have been based on the late generally-assumed fact that Franklin did not enter Prince Regent's Inlet at all; and the searching expedition, instead of endeavoring to reach the bottom of the Inlet, was merely to proceed as far as Brentford Bay, and there commence explorations toward the apocryphal west coast of North

In the London Nautical Standard of May 4, 1850, the new branch of search is thus noticed :

"We have so lately discussed the various degrees of probability which belong to the several routes proposed for the search of Sir John Franklin in the Arctic regions, that another word upon that subject might now seem useless. However, a recent proposition, emanating from friends of Sir John Franklin, proposing for its object an expedition by the way of Prince Regent's Inlet, having within the last week been extensively ventilated, we may be permitted, without trespassing upon the patience or forbearance of our readers, to add a ords upon the subject."

It is added that " the reasons which are offered as an inducement to this additional amount of exertion may be thus shortly stated :

"First, having regard to the instructions of Sir Joh Franklin, and seeing that these instructions direct a straight course to Melville Island, without stopping to examine either to the northward or southward in that strait, but to continue to the westward without loss of time, until he should reach Cape Walker, it is assumed that Sir John Franklin may have abandoned his vessels to the southwest of Cape

All this might be very clear and plain sailing to the readers of the Nautical Standard. There are others to whom it may not be so clear. The Standard errs, however, in saying Franklin's instructions "direct a straight course to Melville Island." He was not directed to go to Melville Island, because, as his instructions say, "loss of time would be incurred in renewing the attempt in that direction." Nor does stood out to the northward, wi h intention of proceeding down it appear very plain how, by keeping "a straight course to Melville Island," and then, by continuing to the westward, he could reach Care Walker, or whereabouts he would get to the southwest of that Cape.

The Standard then proceeds to give at some length, and in order, the probabilities of a successful result of the projected enterprise. Several of the suggestions presented, those from Capt. Beechy particularly, are somewhat curious. The whole is summed up thus:

"The lastly projected expedition then proposes to provide the means of acting upon the probability of the expedition [Franklin's] having been intercepted shortly after passing to the southward of Cape Walker."

Now, let it be observed that, up to the 25th of August, 1850, the date of the last accounts from that region, (and of course the latest date to which any of the remarks herein made can apply,) nothing is to be found in the journals or observations of any navigator to make it appear at all probable that any vessel has ever passed, or that it is possible any vessel, by the way of Barrow's Strait, can "pass to the southward of Cape Walker." The southern shore of Parry's "Polar Sea" has, whenever it has been seen, presented in all cases an ice-bound coast. Parry, who discovered and named Cape Walker, and made a nearer approach to it in his first voyage than any other navigator, found between him and the coast there, and across from cape to cape, fixed ice of many miles in extent, solid and impenetrable by a ship as the firm land itself.

"west coast of North Somerset" in the summer of 1849, and has given a delineation of such a coast, which is now found on the Admiralty charts; but he saw no water there. It is possible there may be a west coast of North Somerset where Sir James Ross has marked it; but there is no recorded evidence of the existence of open water, or of any current, drift, or set of the water, such as should be found between Cape Bunny and Cape Walker, if these capes were separated by a strait between the "Polar Sea" of Capt. Parry and "King William's Sea" of Capt. Ross, or any other sea.

Capt. Rose, at an earlier day, placed on record his opinio To reach Behring's Strait through Baffin's Bay it was supposed to be necessary for Franklin to pass to the southwestward from Cape Walker. It was this necessity only that opened the passage in that direction. In his remarks on Dr. King's plan of search, on the 29th of February, 1848.

"It is far more probable, however, that Sir John Franklin, in obedience to his instructions, would endeavor to push his ships to the south and west as soon as they passed Cape Walker; and the consequence of such a messure, owing to the known prevalence of westerly winds, and to the drift of the main body of the ice, would be, in my opinion, their inevitable embarraesment; and if he persevered in that direc-tion, which he probably would do, I have no hesitation in stating my conviction he would never be able to extricate his ships, and would be ultimately obliged to abandon them. It is therefore in latitude 73° N. and longitude 105° W. that we may expect to find them involved in the ice, or shut up in

These were the opinions of Capt. Ross while preparations were going on for his last Arctic expedition, on which he sailed on the 12th of May, 1848. It is curious and instructive to follow him, for the purpose of ascertaining from hismovements the value he placed on his own opinion, deliber- also to examine the coast as we went along." ately formed and submitted to the Admiralty.

Did he, in 1849, attempt to reach the point (73° N. 1050 W.) where, in 1848, he "expected" to find Franklin " involved in the ice, or shut up in some harbor?" By no west. This is the practical commentary of Sir James Ross on the recorded opinions of Sir James Ross, as to the proper route for the discovery of Franklin, or of ascertaining his fate.

But even the most positive declarations of Sir James Ross must be received with great caution. For instance, he said, in 1848 :

during any other of the seven seasons I have passed through that street and Lancaster Sound, ever found them to be so incumbered with ice as in any degree to impede their navi-gation in ships, nor have I ever heard of their being found so weeks from that day, instead of being engaged upon operaby any of the whale ships which have almost annually visited em during the last thirty years."

Now for the facts. Capt. Sir James Ross has passed ncumbered with ice," that on the first sitempt to pass nothing but "constructive passages." It is not worth while to inquire into what he has never heard about the whale ships visiting there ; for it is probable he never heard of one that assed through the strait in pursuit of whales.

With these prospects of a successful search for Sir John [Franklin, the friends of Lady Franklin, at the beginning of May, 1850, agreed as to the importance of an expedition by way of the generally ice-ism portion of Prince Regent's Inlet, as far as Creswell Bay or Brentford Bay, and thence across the land and to the west-somewhere; though Mr. Snow says "the object of the expedition was the thorough search of the west coast of Regent Inlet to the bottom of the Gulf of Boothis, into James Ross's Strait, and down to Simpson's

An appeal was made to the public for aid in the projected interprise, and sufficient funds were soon raised. The Prince Albert was purchased and fitted out for service in the best possible manner, with stores of all kinds in the greatest abundance for two years; nobody dreaming she would return from a bootless errand in four months, and before she had been occupied twenty-four hours in carrying out the intention of Lady Franklin and her friends, or "the parties," as

Commander Forsyth styles them. Commander Forsyth, of the "Royal navy," volunteered to command the Prince Albert, and unfortunately his offer was accepted. W. Parker Snow was appointed by Lady Franklin to accompany the expedition in apparantly some undefined subordinate capacity. It was unfortunate for the voyage that his was a subordinate station.

The report of Commander Forsyth to the Admiralty, and Mr. Snow's journal of the voyage, have both been published. agree in all respects as to the Prince Albert, they differ widely n some of their statements as to the American expedition, for Sir John Franklin.

June, 1850; on the 17th of August she was off Cape Hay. The remarks of Mr. Snow, in his journal of that day, exhibit | 29th of August, 1820 : an admirable picture of the beginning and end of the search of the Prince Albert :

"Here we are, and, with the blessing of God, all safe, so far, and at this moment the first, and most ahead of all the discovery ships, though we left last, and yet we hope to be "We are now entering the ground where all our hopes and

expectations are centered; where we must be constantly alert, night and day on the look out; and where I earnestly pray we may find some tidings.

"We now have a nice little breeze in our favor, and a clear sea; and, as our vessel lifts and moves to the gentle

swell, we seem to be again upon the ocean, looking brightly "Two weeks to a day, only, after this, we were again

very near the same place, myself crest-fallen, miserable, hardly able to contain myself, and the poor ship (no emblem of Baffin now) eneaking, as it were, reluctantly (for it was The Prince Albert arrived off Port Leopold at three A. M.

on the 21st of August. So far she followed the track of the other vessels engaged in the search by way of Barrow's Strait; at this point Commander Forsyth was to leave that track to enter upon the division of the search assigned to him. The following extract from his official report of the voyage is his account of the subsequent movements of the Prince Albert : " As it was intended by the parties who fitted this vessel out that she should proceed to Brentford Bay and commence perations from that place, I made the best of my way up Prince Regent's Inlet in order to effect that object.

" As we drew up towards Fury Beach the land ice gradually extended off the shore, commencing a little to the southward of Port Leopold, up to within ten or fifteen miles of Fury Point, when it stretched directly across the Inlet, apparently in front of Port Bowen.

"Finding great quantities of drift ice setting up the Inlet, and likely to close me in, with no port to take refuge in, I

the western side of North Somerset.
"On reaching the north end of Leopold Island, I found the pack extending from thence across Barrow Strait, towards the entrance of Wellington Channel.

" After having forced our way through great quantities of heavy drift ice, the vessel receiving many severe concussions, we got in with the land between Capes Herschel and Hurd, and examined the coast as far as Point Innes, in the Wellington Channel, without finding any other traces of the missing parties, with the exception of those already mention-

"There being no possibility of my penetrating to the S. W. as I had intended, from the heavy ice in that direction, I ran back to Prince Regent's Inlet.

"The appearance of the ice being much the same, with no port to enter in the vicinity of my future operations, I was most reluctantly obliged to give up the idea of remaining in these regions, more particularly as the season was fast advancing when the ice begins to form; and I know from experience, if this vessel was once caught, there would be no chance of getting out again, as she has no power to bore

Of the other vessels that had passed Barrow's Strait, h

seen by me, on the 25th of August, whilst off Point Innes, appeared to be well over with Cape Hotham, carrying a press of sail, with a strong breeze from the westward. Penny's good qualities of the Prince Albert, and the good disposition vessels were also in the entrance of the straits, and two American brigantines working over towards Cape Hotham."

These extracts give the whole results of the voyage of the Prince Albert, according to Commander Forsyth's own showing. As to the supposed traces of Sir John Franklin's Expedition having been found, he could make no pretensions to the finding of them. Mr. Snow, who first brought him the news, was informed of their discovery by Lieutenant De Haven before the Prince Albert's boat landed on Cape Riley, on the 25th of August. Captain Ommaney saw them the day previous, and it is probable they were discovered in the first place by Lieutenant Griffith of the Rescue, on the 22d or 23d.

Now, to compare some of the statements of Captain Forsyth in his official report with the facts as they are given in the journal of Mr. Snow : I .- Of Captain Forsyth's attempt to make his way up

" As it was intended by the parties who filted this vesse out that she should proceed to Brentford Bay and com-mence operations from that place, I made the best of my way

up Prince Regent's Inlet, in order to effect that object." What were his efforts to effect that object? The Prince Albert arrived abreast of Port Leopold at three A. M. of the 21st of August. Mr. Snow effected a landing at Whaler Point, made an examination of the place, and returned on poard the Prince Albert, and "turned in" at ten A. M., having been on duty stace seven the preceding morning. Four hours after this (two P. M.) it appears from Mr. Snow that they had entered at last on the search :

"At two P. M. [August 21] I was on deck again, and found the vessel had made but little progress, it being calm the whole time. A breeze soon afterwards sprung up in our lavor, and we passed along the coast to the sou Prince Regent's Inlet.

"We were at last fairly on a portion of the ground which had been allotted to us, in particular, as the scene of our la-bors and researches, and it was with no little anxiety that I kept a good look-out to see the state of the ice ahead, and

Mr. Snow was now full of hope, though "some ice along the coast seemed to bode not so favorable a result as was wished for."

"Still there was great hope that we should now, very way to Cape Walker, he reached Cape Bunny, about 95° well Bays. Success, hitherto, in coming thus far, had made west, he turned to the south, and at "the extreme point" of us sanguine, and the breeze helping us, should the sea rehis operations was in lat. 72° 38' north, and long. 95° 40' main clear, we might be at anchor probably on the following afternoon. It was yet early in the season, and I reflected within myself that perhaps something in the way of search might yet be done, according to the scheme originally intendupon us; and I was much gratified to see the willingness, nay, eagerness, with which the men, one and all, looked forward to the service which was to follow our taking up a winter position in Brentford Bay or some other harbor.

The men so eager to enter upon the search for Franklin little thought that in a few hours the Prince Albert would be tions to the west of Brentford Bay, they would be in

through Barrow Strait but twice. He passed through in the Beach, they were in a bight in the ice. The two mates, at cursion, he could not forget the disappointments and mortifiseasons of 1819 and 1820 only. In 1819 the strait was "so the request of Cap'ain Forsyth, gave him their written opinions on the probability of their being able to proceed any through it they did not succeed. On a second attempt, after trying Prince Regent's Inlet, they were successful, and did trying Prince Regent's Inlet, they were successful, and did to the second attempt, after the second attemp pass through. All others of his passings through were justantly compelled to come to the same conclusion with the mates; but he adds, in an apologetic note, "I could only, of waiting about there would be proper or not." He adds :

The next step was to get the ship clear from her pre unsafe position, as, in the event of a gale or breezy weather springing up while she was there, the ice might close in upon her. Orders were then given to turn the ship's head round and retrace her way.'

Here, then, at nine A. M. of August 22d, ended all effort to proceed to Brentford Bay and commence operations from that place." In other words, no effort was made to reach Brentford Bay. The ship's head was turned, and she began to retrace her way, when the first impediment to her progress

2d .- Of Captain Forsyth's intention of proceeding down the western side of North Somerset

"Finding great quantities of drift ice setting up the Inlet, and likely to close me in, with no port to take refuge in, I tood out to the northward with intention of proceeding down the western side of North Somerset.

The plain English of this is, Captain Forsyth, "finding great quantities of drift ice" on the eastern side, considered unsafe to remain there, as it might close him in ; so he stood out to the northward with intention of proceed down the western side," where the ice being all solid, as far as he was informed, it would not be likely to close him in. If he meant any thing, it could be nothing but this; but it is probable he had no very clear idea himself of what he did nean. It may never have occurred to Captain Forsyth that some one might ask him how he was to proceed down the western side of North Somerset. If their lordships, on reading An examination of these will show that, while they do not his report, had made the inquiry of him, he would have been sorely puzzled for an answer. He could refer to but a single authority, and that one would have exposed his ignorance and commanded by Lieut. De Haven, engaged also in the search his folly. He could refer to Captain Parry only. And what does Parry say ? His answer will be found in the re The Prince Albert sailed from Aberdeen on the 5th of marks made by him when sailing along the ice in longitude 98° to 91° W., on his return from Melville Island, on the

"As I had always entertained an idea that there w part of this sea in which we were more likely to get to the southward than immediately to the westward of Cape Bunny, I was desirous of thoroughly examining the state of the ice in this neighborhood, and bore up to the southward under all sail for that purpose.

"After running two or three miles, however, we were again stopped, at twenty minutes past noon, and the weather having now cleared up, we perceived that the ice was as compact as before, [in 1819,] except that there was one 'hole of water, about a third of a mile wide, just within its margin, out beyond that it was close and impractice

"We were therefore under the necessity of hauling again to the eastward, along the edge of the floes, which lay paralel to the southern shore, and at the distance of seven or eight miles from it, being much nearer than we had been able to approach it only six days earlier the preceding season." At the same time Parry says: "The space between

and Cornwallis Island was entirely free from ice, and Wellington Channel presented the same broad navigable passage as on the former occasion," [1819]

This shows the condition of the ice in the most favorable seasons. While it then extended seven or eight miles from the shore, along the northern coast of North Somerset, (and much farther off Cape Walker,) there was none to be seen in the whole space across to Cornwallis Island, and, as far as could be seen, up Wellington Channel. And yet Captain Forsyth speaks as coolly of his "intention of proceeding down the west side of North Somerset," in the season of 1850, a if he expected to meet with no obstruction to an open and free navigation in doubling Cape Bunny and proceeding down to the south.

But it is ascertained from Mr. Snow that Captain Forsyth had no such preposterous intention. When he turned to the northward. he entered upon his return to England, with no intention of proceeding down the western side of North Somerset." The utmost that Mr. Snow could extort from him, after a second offer to go there in one of the boats, was an agreement to look at and examine Capes Riley, Hotham.

"Orders were then given to turn the ship's head round and retrace our way; and the commander having also received rom me, at his request, a written opinion concerning what I lay before me his intentions. I entreated permission to make an attempt to land at Fury Beach, and would dare all to do so, if he would lend me the boat for one day; but he considered it too hezardous to attempt. He, however, told me that he purposed to return to England, having failed in being able to get to Brentford Bay, or into Batty Bay; and, from several circumstances which it would only be irrelevant here to speak of, I, with a bitter heart, coincided with him in the opinion to that effect, deeming that it would indeed be better return to England."

The circumstances " irrelevant to speak of " that induced Mr. Snow, "with a bitter heart," to coincide with Captain Forsyth "that it would indeed be better to return to Engcrew desired or expected it. They, "to a man," were willing to proceed. It was not required by any deficiency of vessel, equipment, or stores. Every thing was of the best, and in of the crew, to show that the determination of Captain Forsyth was not caused by the unfitness of the vessel or the unwillingness of the men to continue the search:

"Small she undoubtedly was; and her smallness of size was more than ever conspicuous to the eye this evening, when contrasted with the Yankee brig, and the aspect of all around her; but she had proved herself eminently adapted for the service; she was a vessel any one might be proud of.

"With the fine open season now before us, able, from he size and build, if checked in one place, to try in many other places, drawing but nine feet water, possessing admirable sailing qualities, and always capable of being kept under command, she might have gone almost any where, and was, nost assuredly, the best adapted of all the vessels up there for minute examination of a coast, and that particular search for which we had, as I thought, been destined. "And I was not alone in this feeling; for the whole of the

nen, one and all, were ready to have gone round all the world n her, and to have dered any thing."

With such a ship and such a crew under his command, and uch a season before him, what induced him at once to abanion the search, without a full examination of the state of the ice, and without waiting to see the effect upon it of a single tide ' Fury Beach was before him. One of Parry's gallant ships had been wrecked there. He could almost see the site " Somerset House," the forlorn hope of Captain John Rose, in which he spent his fourth winter in the ice. A recollection of the shipwreck of the Fury, and the sufferings of Captain Ross and his companions, would naturally excite his that fatal place may have affected his nerves.

The effect upon the men of the sudden and unexpected eision of Captain Forsyth is thus described by Mr. Snow : "At four P. M. [August 22] all hands were summe

and told by Captain Forsyth what his intention was, and that the vessel was now returning to England. What the men thought I know not, but they said nothing, though I purposely asked them to tell the commander if any thing suggested itself to them.

"They were then dismissed, and the mantle of gloom spread itself abroad, in fog and despondency of spirits, over our little vessel, so joyous but a short time back."

Captain Forsyth early in the day told Mr. Snow it was his ntention to return to England; at four P. M. he told the men that "the vessel was now returning to-England." Had he at the time when he turned to the northward had any other "intention," instead of informing the crew "the vessel was now returning to England," he would have told them that he had not abandoned the search, but was about to continue it in another direction. If he had then had the abourd heavy pack of ice in Barrow's Strait. At five P. M. of the intention of penetrating to the south by way of Cape Bunny, he would have told them so. To have told them that the search was to be continued in any direction would have dispelled all gloom and despondency at once. But at that time seems he was ignorant of the fact-which he afterwards discovered and communicated to their lordships that he " stood out to the northward with intention of proceeding down the western side of North Somerset."

A re examination of Leopold Harbor being a retrograde movement, Captain Forsyth permitted Mr. Snow to go there in one of the boats. He put off at half-past nine P. M. of the 22d cations of the preceding day :

citement of a whale chase, or the company of another boat, or even of your own ship, is any thing but pretty.

"A few nights back I was on the opposite coast of Mol-

instead of searching the coast onward, I was examining I backwards. Then I looked forward expectantly, trusting, nay, half believing, good news would await us somewhere a the entrance of this part of our labors. Now, alss!

It cannot be necessary to add to these evidences of the determination of Captain Forsyth, on the morning of the 22d of August, to return to England, or of his having then, and not afterwards, and "after most mature consideration," expressed his determination to do so, first to Mr. Snow, and afterwards to the assembled crew, to the disappointment, mortification, and disgust of all.

3. Of Capt. Forsyth's crossing Barrow Strait. "On reaching the north end of Leopol I Island, I found the pack extending from thence across Barrow Strait, towards the entrance of Wellington Channel. After having forced our way through great quantities of heavy drift ice, the vessel receiving many severe concussions, we got in with the land be-tween Capes Herschel and Hurd."

On reading this part of his report, their lordships of course supposed the Prince Albert was actually forced through the ice, with Captain Forsyth, if not on deck giving the neces sary orders, at least that he was on board when she received the "many severe concussions." They could see nothing in his letter shadowing forth the fact that at that precise time he was snug and safe on board the American brigantine Advance, in whose wake the Prince Albert was kept by the mate in her passage through the pack. Yet so it was. It was after two P. M. of the 23d of August when Mr

Snow again got on board the Prince Albert off Whaler Point. A heavy stream of ice then reached in a half circle from Leopold Island to nearly midway across Prince Regent's Inlet. While endeavoring to get round this the Advance hove in sight. Mr. Snow was surprised and gratified at this meeting: "We had to stand away for some distance, to round the

edge of this stream; and as we approached the far end we perceived that a vessel, which we had some time before seen, was apparently standing right in for us. At first we took her for Sit John Ross's schooner, the Felix; but a few moments more settled the point, by her size and rig being different, and her colors being displayed, which proved her to be one of the 'Americans!

"We showed our colors to him, and Captain Forsyth im mediately determined to go on board of him, and see whether the same plan of search for him was laid out as for us. The boat was lowered, and in a short time we [Captain Forsyth and Mr. Snow] were standing on the deck of the Advance, Lieutenant De Haven, of the American Navy, and most cor-dially received, with their accustomed hospitality, by our transatlantic friends."

They remained on board the Advance until after midnight During the interval, the Prince Albert, in charge of the mate, and in the wake of the Advance, was safely conducted through the pack, not round it, to the open water on the north side of the strait.

Mr. Snow speaks in raptures of the manner in which the Advance was handled, and of the way in which she was dashed through the streams of heavy ice running off from Leopold Island :"

"I happened to go on deck when they were thus engaged. and was delighted to witness how gallantly they put aside every impediment in their way. An officer was standing on the heel of the bowsprit, coming the ship and issuing his orders to the man at the wheel in that short, decisive, yet clear manner, which the helmsman at once well understood and promptly obeyed.

"There was not a rag of canvass taken in, nor a moment's nesitation. The way was before them; the stream of ice had to be either gone through boldly or a long detour made and, despite the heaviness of the stream, they pushed the vessel through in her proper course. Two or three shocks as they came in contact with some large pieces were unheeded; and the moment the last block was past the bow, the officer sung out, 'So; steady as she goes on her course;' and came aft as if nothing more than ordinary sailing had been going on.

Mr. Snow here tells how they "forced their way through great quantities of heavy ice, the vessel receiving many severe concussions;" but they were on board the Advance, and re mained there until the last block of ice was past her bow. As to the Prince Albert, he adds :

"I observed our own little barky nobly following in the American's wake; and, as I afterwards learned, she got through it pretty well, though not without much doubt of th Propriety of keeping on in such a procedure after the 'mad Yankee,' as he was called by the mate."

Commander Forsyth went on board the Advance to ascer tain the plan of search to be pursued by Lieutenant De Haven, and he received the information he desired :

"I was given a brief history of their voyage to the pre sent time, as also an outline of their future operations.' Did Captain Forsyth, with like candor and frankness, inform Lieut. De Haven as to his own movements, past and future? Mr. Snow has answered the question

"I carefully put away the letters given me for their friends in America, and promised to send them by the earliest oppor-tunity. We had not told them we were returning, but they thought we should have a better chance to forward despatched home than they would at Melville Island."

They did not tell Lieut. De Haven they were "returning ." what they did tell him Mr. Snow does not say. But, whatever it was, they intended to mislead him as to their own movements. Of their leaving the Advance, Mr. Snow

"It was past midnight again before we parted from ou hospitable friends, whose hearty and seaman-like shake of the hand, as I bade each farewell, I shall not soon forget."

Mr. Snow may not soon forget, but Captain Forsyth ma naged to forget it all very soon. Before he was two days older, he saw the Advance aground, on a lee shore, among cebergs, and passed on without speaking her, having previously given express orders to Mr. Snow, who was going to the shore in a boat, not to go on board of her. Such was the memory and such were the thanks of Capt. Forsyth.

4. Of Captain Forsyth and the two American brigantines. Commander Forsyth once, and once only, alludes to the American vessels :

"Her Majesty's ships Assistance and Intrepid, when last seen by me, on the 25th of August, whilst off Point Innes, appeared to be well over with Cape Hotham, carrying a press sail, with a strong breeze from the westward. Penny's vescan brigantines working over towards Cape Hotham.'

This was in less than forty-eight hours after the night of the 23d of August, when he was taken through the ice in the Advance, while his own vessel " was nobly following in her wake." His misrepresentation here was not accidenta ensibilities. His apprehension of shipwreck and suffering at or questionable; it was direct, positive, and intentional. He lid not see two American brigantines where he says he saw them, and he knew where the two American brigantines at

> Perhaps Capt. Forsyth was ashamed to tell the truth. Perhaps he was unwilling to acknowledge' before the world the discreditable fact that he had left exposed, in a dangerous position, so late in the season, without offering assistance, the very vessel and crew to whose good qualities, skill, and kindness he had so recently and so largely been indebted. But, whatever was his motive, the report he made to the Lords of the Admiralty of the position of the American vessels was

The Advance and the Rescue were separated in a gale, or the night of the 19th of August, in Lancaster Sound. Lieut. De Haven spent most of the 20th in search of the Rescue, when, unwilling longer to lose a favorable wind, he stood to the west. He was at Port Leopold on the 23d, and before 24th he was at Cape Hurd. The next day, August 25, he was aground, north of Cape Riley, when Capt. Forsyth returned down Wellington Channel.

The Rescue, driven rapidly to the west by the gale which separated her from the Advance, may have entered Wellington Channel on the 22d, in advance of all the expeditions, and was probably the first to discover the supposed remains of the encampment of a party from Sir John Franklin's ships on Cape Riley. At noon of the 25th of August she was secording to the first report of Mr. Snow, close beset in the ice off Cape Bowden. She was then the leading vessel At nine A. M. of the next day, (August 22,) off Fury of August. In his midnight reflections during his boat ex- to the north, and was the only one in fact of all the searching ships that had entered upon unexplored ground.

The first information received in America that the Advance was left aground by the Prince Albert was from the account taken to England by Capt. Saunders, of the North Star, who arrived at Spithead on the 28th of September. According to

" On the 31st (of August) the North Star sent a boat to course, judge from what I saw, coupled with what the mates told me. Inexperienced in the ice, I could not tell whether waiting about there would be proper or not." He adds:

A lew nights back I was on the epposite coast of Melville Bay, watching with intense feelings of delight and pride the Prince Albert, when Commander Foreyth came on board the sun shining upon the whole "searching fleet," as the hour of twelve was sounded through each ship. Now I was

alone, on a service which, though requiring care, attention, and energy, was yet a retrograde movement.

"A check had been given to my sanguine expectations; instead of searching the coast onward, I was examining it injured he believed his own crew competent to get her off."

the Cspe, with the American brig Advance, nearly row's Strait; that he had tendered assistance, which had been declined by the American commander, as his ship being uninjured he believed his own crew competent to get her off."

In both these engravings, it is worthy of remark, that, while the Advance is represented quite "among the icebergs"

The North Star met the Lady Franklin and the Sophia (Captain Penny's vessels) on the 21st of August, in Lancaster Sound, and remained in company with them from noon of the 21st to 2 A. M. of the 22d; and after 5 A. M. of the 22d she fell in with the Felix, (Capt. Ross's schooner,) and was boarded by Commander Philips. From these Captain Saunders received particular information of all the English vessels engaged in the search for Sir John Franklin. On the 30th of August Capt. Saunders got sight of the Prince Alpert, near Possession Bay :

"I observed a schooner southeast of us, but as it was calm we did not close with her till about four o'clock the next morning, (August 31,) when I sent a boat on board, and found it to be the Prince Albert, Commander Forsyth, on his way to England. "The only additional information I received from him was,

he left her Mejesty's ships Assistance and Intrepid, and the Lady Franklin, Sophia, and Felix, all well, in Wellington

to his wonder and chagrin, was not permitted to have any the windlass. communication with the North Star. It is not very surprising that Caph Forsyth omitted to say any thing about the supposed traces of an encampment of Franklin having been found, for he wished to be the bearer of these tidings himself: it was the only chance he had for a knighthood. But his felter interest to Carl Sanndare that he left her. He had seen her aground at least one hour, and probably several hours. This did not look like "bounding off" when she "just touched." They will also regret his want of accuracy or of recollection as to his false statement to Capt. Saunders, that he left the Felix in Wellington Channel, it is not so easy to account for. The Felix was no more in Wellington Channel on the 25th of Felix was no more in Wellington Channel on the 25th of August than "two American brigantines were working over to Cape Hotham" the same day.

A statement furnished by Mr. Snow, and published in the Aberdeen Journal of October 2, 1850, the day after the arrival of the Prince Albert, confirmed the report by the North Star that the Advance was aground :

"With regard to the positions of the other expeditions, when last seen, it may be stated that, on August 25th, when the Prince Albert was between Cape Spencer and Cape Innes. in Wellington Channel, Mr. Snow went up at noon to the masthead and saw the Assistance as near as possible within Cape Hotham. Penny's two ships, the Lady Franklin and Sophia, were in the mid-channel—the American brigantine Rescue was close beset with ice near Cape Bowden. These were the only vessely to be seen there. The Intrepid could not be seen, but she was doubtless in company with the Assistance. The other American vessel, the Advance, when last seen, was ashore near Barrow's Strait, but was expected to be got off."

This statement of Mr. Snow as to the Rescue and the Advance may be taken as the true one. So much of it as relates t the Advance he repeats over and over again, with some variations, but he always finds and leaves her on a lee shore aground, on the 25th of August, within hailing distance of the Prince Albert, while he was on Cape Riley.

Mr. Snow, in a letter to Mr. Grinnell, written soon after his arrival at Aberdeen, mentions more particularly the grounding of the Advance, but says nothing as to when or at what time of the tide it happened :

"I can but pen a hasty note to you at present, to accom pany the letters which I have so much pleasure in forwarding from Lieut. De Haven and officers and crew of the Advance whom I had the pleasure of meeting, all well, in Barrow' Strait, off Prince Regent's Inlet. The Rescue I afterward saw, all well, in Wellington Channel. Particulars you wil find in the English papers; but I will send you, the momen I can, more minute information.
"I was on board the Advance during the whole of the

vening of August 23d, and greatly enjoyed myself. It was the first time the American 'stars and stripes' had been seen so far north, and I confess, though not an American, but a thorough Englishman, that I was glad-, ay, even proud, see your noble flag there. I received the same u and welcome hospitality there that I had als ays met when I lived in New York, and the recollection of the evening among the officers of the Advance will never be en aced from my emory.
"The Advance is admirably adapted for the survice, and

those who have her in their keeping know how to make her get on. Off Cape Riley, however, she unfortunately drifted on shore, while her commander was examining the place When I landed there in the boat, I offered, in my commander's name, though without his orders, any assistance that we could render, but was thankfully told that they could man-age very well. When I left them they were at work heav-ing her off, a job which was no doubt very soon accom-In a later letter Mr. Snow gives nearly the same account

or how long she had been aground when he went on board "I was the only officer who went on board the Advance at Cape Riley, and I can confidently assert that there is no reason to doubt of her having been very easily got off from her unpleasant situation. I will briefly state how she got there, as told me by Lieut. De Haven, when I stepped on

board on my way to examine the point.

"It appears the vessel was standing off and on while he (Lieut. D.) went ashore to examine a cairn erected by one of the overnment vessels. During his absence the vessel was swept n by the tide, and suddenly grounded without injury. Whe I left them, after offering the service of our boat's crew, they had a warp out to a large iceberg and were heaving off, so that I have no doubt they soon got clear. 'Too much praise, I am sure, cannot be awarded to Lieut.

De Haven and his officers for their bold and seamanlike manner of handling their craft in the ree, during the night of the 23d, when we were in company. You have a fine set of officers, who will carry out the enterprise they are employed in, and add to the glory of your national flag." Mr. Snow speaks of this again in his third letter, which i

"When I boarded the Advance at Cape Riley, Capt. De Haven and all his officers were exceedingly busy, and I had

"That your two vessels will be successful in accomplisi ing the northwest passage, as well as getting traces of the fate of Sir John Franklin, I have hardly once had a doubt. "I have long known and admired the fearless energy and suntless enterprising character of the Americans, and have

"I assure you, sir, it has and always will have my highes respect and esteem, more especially since I have seen the bold and daring manner in which the Advance was handled by her

gallant captain and officers.

"As for her being aground, as I have before said, I do not think it was a matter of any moment. I believe she just touched, and was bounding off when I left. It would probably have never been mentioned by me had it not appeared in my captain's official report."

Mr. Snow gives yet another account. It is in his printed journal, which is dated December 12, 1850, just one month later than the letter from which the preceeding extract is taken. He there says, first, of the several searching vessels that had passed Barrow's Strait :

"A little before noon (25th August) I ascended nast-head to take notice of all I saw at the moment of our bearing up. Our true position at that hour was about midway between Cape Spencer and Point Innes, having the ice within a mile of us, and ourselves about a mile from the shore.
"Looking to the westward I could faintly perceive Cape

Hotham enveloped in a thick haze, and the Assistance, dis-tinguished by her gaff-topsail, apparently in a small 'hole of water, or else a 'lead' some distance to the northward o , endeavoring to get there.
"Not far from the Assistance, and either standing in the

same direction, or trying to make way through the channel, was Penny himself, in the Lady Franklin; her position was probably about mid-channel. " Astern of him, at some distance, in an easterly direction was the Sophia, then under all plying sail.
"Nearer in to the eastern shore was the Rescue, with the

American colors flying-apparently, as our ice master affirm

ed, 'beset.'

And then of the Advance in particular: "As I was passing with merely a hearty salutation, which I could not fail to give, Capt. De Haven earnestly invited me to come on board. Running the boar alongside for a mement, I jumped aboard. I found them all very busy; for by some accident they had got the ship aground, though they expected in a short time to heave her off again. I ventured at once to offer him any assistance in our power, but he thanked me, and declined aid as not being required. I begged of him to hail our vessel if he found it needful, and I felt sure that any help would be rendered him.

their brother tars a hand at the windlass; but at my cry 'Alberts, there, away,' they instantly responded, and another moment we were shoving off." In addition to all these notices of the grounding of the Ad-

In addition to all these notices of the grounding of the Advance given by Mr. Snow, there is another given on his authority. The Illustrated London News of October 12, 1850, gives views of Cape Riley, on which is presented the positions of the Prince Albert and the Advance. The News says:

"By favor of Mr. Snow, the officer who landed at Cape Riley from the Prince Albert, in August 25, we are enabled to engrave the accompanying plan, together with a view of

while the Advance is represented quite "among the icebergs aground," broadside on the shore, in one she is represented on the outside of a small iceberg, on the other she is placed on the shore side of a large one that spears to cover the greater part of her up to the mast-head. But both agree as to the Prince Albert. In each she heads to the west, and is south of the point of Cape Riley; that is, she is represented as on her outward voyage, with the Advance aground some distance ahead of her to the north of Cape Riley—erroneously giving to the Prince Albert the appearance of going to her assistance or relief, while, had the "plan" and "view" given the positions of both vessels correctly, with the Prince Albert south of Cape Riley and heading to the east, a glance would have detected in would have detected the misrepresentations of Capt. Forsyth. Every one would have seen that the Advance was not "working over to Cape Hotham," but was left aground by Capt. Forsyth when he "ran back to Prince Regent's Inlet," be cause "the season was fast approaching when the ice begin

In his several letters Mr. Snow appears extremely anxious to allay any apprehensions that might be entertained here for the safety of the Advance. His anxiety on this point shows Channel."

It would seem from this that Capt. Forsyth said nothing to him about the "two American brigantines;" and yet the North Star took to England the first intelligence of the misshap of the Advance, which could have been obtained only from Capt. Forsyth; for, by his adroitness, Mr. Snow, much to his wonder and chargin, was not negative to the effects of either wind or tide as helping or retarding the efforts of the crew of the Advance in their labors at the mindless. The plain common sense admirers of Mr. Snow will regre-

there is no allusion to it. There is another cause for regret. The uncertainty which

Mr. Snow has thrown around the Advance he has also extended to the Rescue. In his first statement he gives the position of the vessels, as he saw them at noon on the 25th

of August:

"The Assistance as near as possible within Cape Hotham;
Penny's two ships, the Lady Franklin and Sophia, were in
mid channel; the American brigantine Rescue was close beset with ice near Cape Bowden." In the first of the letters to Mr. Grinnell, before cited, Mr.

now appears to have been within hail of, if not on board. "I had the pleasure of meeting [the Advance,] all well, in Barrow's Strait, off Prince Regent's Inlet. The Rescue I

afterwards saw, all well, in Wellington Channel." But in his printed Journal, Mr. Snow, after describing the osition of the other vessels on the 25th of August, says : "Nearer in to the eastern shore was the Rescue, with the American colors flying, apparently, as our ice-master affirm-

Mr. Snow avoids saying what point on the eastern shore

the Rescue was "nearer in to." He might have named Cape Riley, Beechy Island, Cape Spencer, Cape Innes, or Cape Bowden. He had already named Cape Bowden in his statement of the 2d of October, but here he evidently intends to convey the idea that she was not "near Cape Bowden." The discrepancies of Mr. Snow may, however, be accounted for without directly impeaching his veracity. He appears to be without envy, or jealousy, or hatred, or malice. He was not unwilling to do justice to an officer or a flag of another nation. He was not an officer of the "Royal navy;" nor was he influenced by the meanness of spirit that controls the London "United Service Magazine." He was both a

seaman and a gentleman. With Captain Forsyth it was quite otherwise. He was one of a class where each is taught envy and jealousy at least, of all that is American, whether sailor, soldier, civizen, or Government. Some among them, it is true, do rise above this narrow-minded littleness; yet these exceptions are very few. Even good old Sir John Ross, (the pioneer and the martyr in modern Arctic discovery,) with all his liberality and manliness, was not an exception. While locked up in the ice in the Gulf of Boothis, with little prospect of relief or re-

lease, he could not overcome this professional morbidness. For the misstatements of Captain Forsyth there can be no other palliation or excuse. What he wrote was written deliberately. He had a month to prepare and revise his report. He had full time to consider, and no doubt did consider well, every sentence in it. When he said that he saw "two American brigantines working over to Cape Hotham," he knew one of them was beset in the ice near the eastern shore of Wellington Channel, and the other was aground near Cape Riley. He knew that the commander of the there aground without an offer of assistance (for Mr. Snow is particular to say that his offer of assistance was made without his captain's orders) was the same who less than two days before had received him with great kindness, furnished im with the information he desired, and taken him safely through a pack of ice, such as his own habitual prudence would have kept him from entering with the Prince Albert. And yet he had the unmanliness to suppress the fact that he

to conceal this suppression by stating untruly that when he left her she was working over to Cape Hotham. The conduct of Commander Forsyth towards Lieut. De Haven was not without a precedent; he could readily find one in the service to which he belonged. He had only to

turn to Captain Sir James Ross.
On the fifth of April, 1840, Captain Wilkes (while he was at the Bay of Islands, New Zealand, after his return from his Antarctic cruise) wrote a letter to Captain James Ross, giving him, with an account of his discoveries, many sugrestions of great use to him in the voyage he was enter upon in the Southern seas ; and he sent with his letter a traced copy of his original chart, made during his cruise, of the northern coast of the Antarctic continent, extending from about 160° to 100° east longitude. On this chart Captain Biscoe, of the English merchant service, had marked the slands discovered by Captain Balleny in 1839; and over the land thus marked by Captain Biscoe, Captain Wilkes had written "English discoveries."

Captain Ross omitted to acknowledge the receipt of the letter and chart from Captain Wilkes, though he made use of the information they contained. He, besides, took advantage of an error in the position assigned by Captain Bis Balleny Islands, and by a pairty trick endeavored to mystify away the good name of one who had voluntarily and gener— ously rendered him a service, the value of which seven years fterwards he admitted, and for which he then expressed his

deep sense of thankfulness."

Before he left England on his voyage to the South, Sep. tember 30, 1839, Captain Ross was informed of the discovery by Balleny, and of the exact position of the land discovered. He of course saw when he looked at the chart the error of He of course saw when he looked at the chart the error of Captain Biscoe. This error had nothing to do with the discoveries of Captain Wilkes, nor, as far as he was concerned, was it of the slighsest consequence. Yet Captain Ross should have informed him of it. A gentleman would, as a matter of common courtesy, have replied to his letter, and put him right as to the true position of the newly-discovered islands. Captain Ross did neither. He saw the use he could make of Biscoe's error to the injury of Captain Wilkes. He could not write to Wilkes without referring to this error, and to have done this would have defeated his dishonorable purpose of returning evil for good. This purpose, as soon as a suit-

have done this would have defeated his dishonorable purpose of returning evil for good. This purpose, as soon as a suitable opportunity offered, he endeavored to accomplish.

On the return of Captain Ross to Sydney from the South, in 1841, he did not venture to say in the reports he circulated and published that he had railed over an open sea where Wilkes had marked the Antarctic continent; but he had taken particular care, on the 6th of March 1841, to sail over the place (where he knew there was no land) marked "English discoveries" on the chart sent to him by Capt. Wilkes; and he took care so to tell this that it might indirectly and by insignation convex the impression, that the claims of Captain insinuation convey the impression that he elaims of Captain Wilkes to the discovery of a continent in the South were entirely groundless, and that all the credit for such a discovery was due to himself alone.

How far the insinuations of Captain Ross were successful

it is not necessary now to inquire. That they were successful in some degree for a time is very certain. This success is referred to by Captain Ross in his printed account of his voyage, where, in speaking of "the arduous and persevering exertions" of the American Products and persevering exertions" of the American Exploring Expedition, he says:
"I am grieved to be obliged to add that at the present time they do not seem to have received either the reward or the approbation their spirited exertions merit."

The Founder's medal of the Royal Geographical Society of London, "the highest mark of distinction which it is in the power of the Society to bestow," was awarded to Captain Wilkes in 1847. In the same year the "Voyage of Discovery and Research in the Southern and Antarctic Regions, by Captain Sir James Clarke Ross," was published. In this by Captain Sir James Clarke Rose," was published. In this work Captain Ross takes occasion to speak in terms of patronizing commendation of Captain Wilkes, and admits the discoveries made by the American expedition; yet he revives his original slander, and endeavors by the production of additional misrepresentations to justify it. But his elaborated falsehoods were fully exposed and refuted by Capt. Wilkes, in a printed letter dated August 12, 1847, which will be found in the control of the contr in a printed letter dated August 12, 1847, which will be found in the National Intelligencer of that date. It may be noted that deficiency in verscity is one of the weak points of Capt. Sir James Ross. An instance of this appears in the minutes of evidence before a committee of the House of Commons in 1834, when, to elevate himself, he endeavored to injure and degrade his friend, benefactor, and aged relative, Captain Sir John Ross.

What else, then, than what they have done could have been expected from Captain Sir James Ross or Captain Forsyth'